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1. In October 1952, the 1st VP AirDiv was called the Nationale Luftstreekraefte (National Air Forces) for internal purposes. [REDACTED]

The 1st DIV is a fighter unit. It was learned that all three regiments of the division are to be equipped with MIG-15s and that other divisions are to be activated later.

2. The superior headquarters of the 1st VP Air Div was the VP Main Administration, Air, in Berlin-Johannisthal. It was assumed that this headquarters was possibly given a new designation after 7 October. It was rumored that an air force corps headquarters was to be activated.<sup>1</sup>

3. [redacted] the division headquarters was composed of the following sections: aircraft identification service, flight security service, parachuting, chemical service, signal communication, motor transport, and radar. Allegedly, it was planned to establish additional sections the designations of which are not known.<sup>2</sup>

4. The instructors in all the sections were Soviet officers. Previously, general instructions in one section were given by Germans. After about 20 October, instruction was given by a Soviet lieutenant who was assisted by a German interpreter.

5. Soviet advisers assigned to the individual units, regiments and special units supervised the training which followed the Soviet pattern and were further authorized to give orders. They wore the same uniforms as the Germans. The highest rank previously observed was lieutenant colonel. The instructors, however, wore Soviet uniforms.

6. On 30 October, 15 Yak-18 trainers with 5-cylinder radial engines, retractable landing gears and closed cabins with two seats in tandem fashion were stationed at the field. The same type planes were stationed at Cottbus and Kamenz airfields. Bautzen was also equipped with some mobile radio and radar sets which could not be observed because they were parked in the garage and were inaccessible.

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7. Until September 1942, the flight personnel of all three regiments were given theoretical training in Cottbus. Upon completion of the course, the participants returned to their regiments. Air training started at Cottbus, Bautzen and Kamenz airfields on 1 October. The instructors were Soviet officers ranking as senior lieutenant and captain. The ground personnel also were Russians. Flying was practiced with Yak-18 planes which had arrived in crates by rail from the U.S.S.R. Old aircraft of the former German Air Force were not used.<sup>4</sup>
8. No special manuals for the VP air units were available as yet. Regulations for guard duties and basic training issued by the MVA (Main Administration Training) were in force. There were no technical manuals because all technical training was given by Russian instructors. The notes taken down by the students during the lessons had to remain in the instruction rooms. The pages of the notebooks used by the students were counted, sealed and receipted. No Soviet manuals were available.
9. On 22 October, three trucks from Bautzen picked up boxes with weapons and ammunition in Kamenz. The boxes allegedly also contained pistols for all officers.
10. According to regulations, the Volkspolizei need not pay a tax on wages but only the fixed amount of 60 eastmarks for social insurance. A private of the flight personnel receives a monthly pay of 200 eastmarks less 60 eastmarks for social insurance. A lieutenant who exercises the functions of a captain gets 250 eastmarks per month less 60 eastmarks for social insurance. The officers of the flight personnel get wages exceeding 1,000 eastmarks. Captain Dovidat (fnu) who is the chief of the parachute section and holds the position of a lieutenant colonel, receives 1,600 eastmarks per month from which 60 eastmarks for social insurance are to be deducted. The new salary tabulation has not yet been issued.

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